

Illustrative Redevelopment Scenario

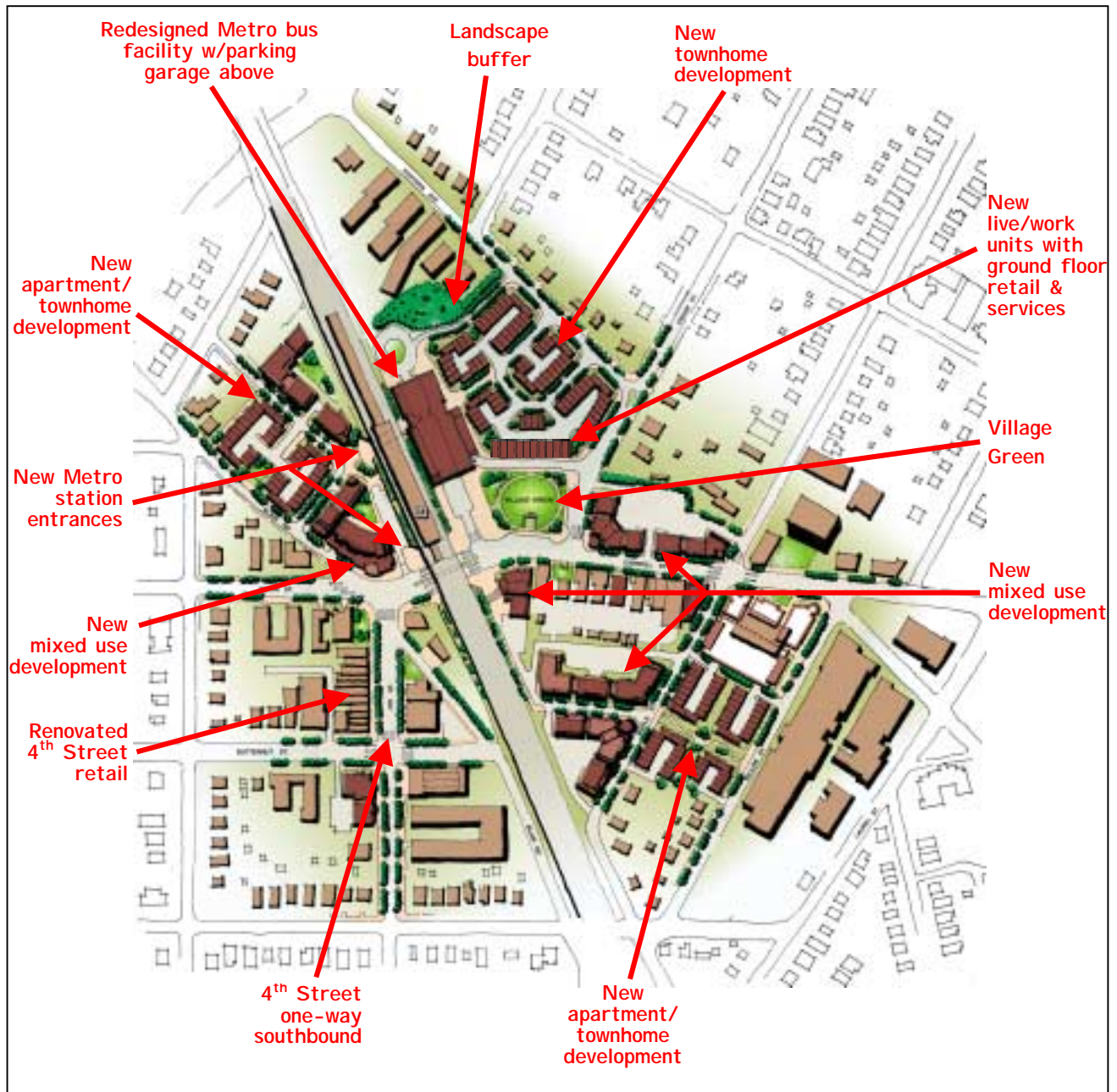
The Takoma Central District Plan includes a variety of revitalization strategies and approaches that can be applied to current development proposals and future decisions about development in the area. To help visualize how a revitalized Takoma Central District may develop based on the plan's key strategies, the planning team developed the Illustrative Redevelopment Scenario shown in Figure Q below. ***This scenario is presented here simply to illustrate a potential redevelopment outcome and is not intended to represent a predetermined development plan. The actual redevelopment of properties in the Takoma Central District will be subject to private market decisions, public regulatory and review processes, and ongoing input and guidance from the citizens of the Takoma community.***




The Illustrative Redevelopment Scenario showcases the Village Green as the Takoma community's new focal point and gateway, providing the area with a high quality, signature open space. The Village Green is bordered by public sidewalks and streets with short-term parking, Kiss & Ride and taxi space, and framed by new development and renovated buildings with ground floor retail and service uses. Small scale, mixed-use infill development has transformed Carroll Street into a coherent commercial corridor with a seamless transition between activities in Takoma, DC and Takoma Park, MD.

Parking for retail users is provided behind buildings, and parking for both shoppers and transit users is provided in a two-level parking garage located on the Metro site, close to the Village Green and above the Metro and Ride-On bus facility. A new street with short-term, metered parking spaces, bordering the north side of the Village Green, provides parking garage access from Cedar Street. A redesigned and expanded bus facility, partially covered by the parking garage, includes ten bus bays for boarding, additional stacking spaces and a turnaround loop. The bus facility is sited immediately adjacent to the Metrorail station to improve rail/bus transfers and provide appropriate space on the site to accommodate new private investment. Primary bus access remains on Carroll Street, with a secondary Ride-On exit-only to Eastern Avenue adjacent to an intensive landscaped buffer area on the site's northern border. Additional western points of pedestrian entry are also provided at the both the main and elevator entrances to the Metro station.

Several new housing and mixed use developments are sited to maximize the benefit of the area's proximity to transit, with development patterns that encourage pedestrian activity, reinforce the continuity of the existing urban fabric and link communities on both sides of the Metro tracks.

Figure Q
Illustrative Redevelopment Scenario



Existing Building  
 Potential
 Redevelopment/Infill  North

The Metro site itself includes a new neighborhood of townhomes with streets and pedestrian walks interconnected to the Metro station and surrounding neighborhood. Units fronting on the Village Green include live/work space to provide active ground floor retail and service uses in

this busy pedestrian area. New apartment projects with ground floor retail space circle the main station entrance to the east and west. Additional townhome and apartment developments replace the industrial uses along Blair Road and Spring Street to the west and the large vacant area between Maple and Willow Streets to the east. Moderate-scale, mixed use office/residential projects take the place of industrial buildings along Vine Street.

Pedestrian enhancements and traffic improvements throughout the area, including streetscape, sidewalks, crosswalks and changes to the infamous intersection at Blair Road and 4th/Cedar/Carroll Streets, make the district a safer and more enjoyable place to walk, bike and drive.

